

September 8, 2004 Airport Commission Minutes

Chairman Perry called the meeting to order at 8:00 a.m. Present were Vice-chairman Schober, Commissioner Bruce, and Secretary Richards. Commissioner Safo was unable to attend today's meeting. Others present: Val Ramos, Airport Admin; Keith Markano, Airport Manager; Chris Wodushek, Waukesha Flying Services; Mike Hollensteiner, Facility Concept, LLC; Andrew Groth, Air Traffic Manager; Thomas DeWinter, WISDOT-Aeronautics; Michael Neau, Airport Admin; and John Lotzer, Waukesha Flying Services.

Approve/modify minutes of August 11, 2004 – Secretary Richards motioned to approve the June 9, 2004 minutes and Commissioner Bruce made a second. The motion passed.

Public comment/correspondence – None

Chairman's report – The Annual Report was presented to the County Board in August. It was a very upbeat report. Chairman Perry has been asked to be the guest speaker at the Kiwanis breakfast meeting in September. In Chairman Perry's absence, Vice-chairman Schober will address the Executive Committee on Monday regarding two proposed ordinances requesting to add two more people to the Airport Commission.

Airport Manager's report – Mr. Markano said that August was a quiet month at the Airport. At today's meeting Andrew Groth was introduced to the Commission as the new Tower Chief. Mr. Groth took over after Hugh Booth, the former Tower Chief, stepped down from the position. Mr. Groth informed the Commission that a new air traffic controller, Jeff, had been hired to replace the position vacated by controller Dave Love. The Aviation Club will be working with Reese (airport mowing services) to remove the overgrown weeds along the north ramp. The Department of Home Security and the TSA will start the new trusted travel program at Dulles National Airport in Washington, DC this fall.

Mr. Neau reviewed the August Monthly reports with the Commission – Weather – August VFR percentage was 97%, compared to 95% last August. YTD VFR percentages are 88% compared to 89% last year.

Traffic – In August we were down 18 operations compared to last year. Traffic numbers were 10,107 in 2004 and 10,125 in 2003, a 0.2% decrease. The 2004 YTD total is 60,688, down 4,544 operations from 2003, a 7% decrease. For July, Waukesha was down 11.7%, Timmerman was up 3.6%, and Mitchell was down 26%. YTD Waukesha is down 8.2%, Timmerman 5%, and Mitchell 17.8%.

Fuel – Total fuel in August was 95,177 gallons compared to 117,903 gallons in August 2003. This is a 19.3% decrease compared to August 2003. Jet fuel was 70,169 gallons in August 2004, a decrease from August 2003. 100LL fuel was up 3.1% compared to August 2003. The 2004 YTD fuel is 775,350 gallons, down 0.36% from YTD in 2003.

Discussion on runway 10/28 safety area impacts – Mr. Markano introduced Mr. DeWinter, WISDOT-Bureau of Aeronautics, and asked him to address this item. Mr. DeWinter reviewed past history of the airport safety area for the Commission. Before 1991, the design critical aircraft (B-II) called for a runway safety area of 150 ft by 300 ft. In 1996 when the airport went to a full ILS the required runway safety area went to 300 ft by 600 ft. When the design critical aircraft changed to category C, this required a runway safety area of 500 ft by 1,000 ft. It was at this time that the County requested a waiver from the FAA for the required runway safety area for the airport. Since the runway safety area for smaller aircraft was met as well as the object free area for larger aircraft was also met, the FAA approved the waiver. During the Clinton Administration the Gore Commission came out with several recommendations regarding aviation safety. One of those recommendations was that every effort would be made to achieve design runway safety area standards. In an effort for compliance, every runway

receiving federal aid would require a runway safety area evaluation. And, if at all possible, the runway safety areas would be brought up to standards or the FAA would not fund future runway 10/28 projects. Waukesha is in the process of having an environmental assessment done to look at alternatives to meet the safety area criteria. The County can re-apply for continuance of the waiver, but the County must show reasons for this request. The County has several options to look at such as tunneling a road as was done in Holland, MI (an airport similar to Waukesha's). If the County does not obtain the required runway safety area the Feds nor the State will participate in the funding of the reconstruction of Runway 10/28. The County would then be responsible for the entire amount for reconstruction, approximately \$10 million. Mr. Markano said there were about nine different scenarios to look at regarding this issue. Mr. DeWinter said the County could shorten the runway length to obtain the runway safety area, but then several users of the airport as well as based aircraft and businesses may be forced to utilize or base their aircraft at another airport. This would result in not only lost direct revenue to the airport, but also potentially other economics impacts if the businesses would leave or cut back employment, etc. Secretary Richards asked if the County could be sued if the runway was shortened and airport hangar residents could not use the runway because of the shortened length. Mr. Markano said that would be a matter for Corporation Counsel to look into.

Discussion and action on hangar construction plans submitted by Waukesha Jet Center, LLC (Waukesha Flying Services) for lot 2611 Aviation Drive – Architect for the hangar, Mr. Mike Hollensteiner, made the presentation to the Commission. (Prior to today's meeting, the hangar construction plans were reviewed by Mead and Hunt and also by Mr. Markano.) The size of the hangar would be 125 by 100 sq. ft. A waiver will be requested for the overhang, they will show other treatments in place of overhang. The plans need to show more detail on plantings, drainage and soil erosion plan, utilities, fence line and gates, location of storm sewer, State of WI stamp, color samples, overhead door information, exterior lighting, FAA Determination of No Hazard, and building elevations. A motion to approve the plans contingent to new plans to be submitted showing the above items was made by Secretary Richards with a second by Vice-chairman Schober. The motion passed.

Future Commission agenda items – None

A motion to adjourn was made by Vice-chairman Schober with a second by Secretary Richards. The motion passed.

Meeting adjourned at 9:14 a.m.

Next Commission Meeting: 8:00 a.m. on Wednesday, October 13, 2004

Respectfully submitted

Dick Richards
Secretary
9/8/04

DRvr